SQUAD POLICEMAN'S DAY ON A DOWNTOWN STREET FULL OF INCIDENTS, RESPONSIBILITIES AND CEASELESS ACTIVITY



STOPS TRAFFIC WITH A WAVE.

busy corners in the shopping district

varied motion picture, filled with restless activity. The policeman becomes one of e helps to direct and control.

coliceman's life seems to be an existence one, but to him his little world contains as

town and crosses the glutted streets is blue-coated form which aids her in cross

traffic, the policemen from up like monu-

business district are not familiar with the

Barris

TO our many friends and patrons we extend our heartiest wishes for a Merry Christmas.

Store closed all day Monday.

Watch for our ad in Monday's papers.

RAILROADS

STEADY GAIN IN OPERATION COSTS

New Appliances and Costly Equipment Make Heavy Inroads in Railroad's

Receipts from other

PIONEER ENGINEER DIES AT HIS KANSAS CITY HOME.

motive to Metropolis of West-ern Missouri.

Net earnings less taxes . 502,508,512 ◆

164,549.147

♦♦♦♦ Santa Fe Extending Line in the

unded States for the year ending December 31, 1994, still within a few weeks statements will appear in various specialized publications which, while not "officially western extension of the Santa Fe did, to care for business in Texas at great Southwest, and the line will be ablegation." M. It is to Tuisa commenced to the contractors, Kineade turned the first dirt four miles of the city. The line is a part of a section of the Santa Fe did, to care for business in Texas at great Southwest, and the line will be ablegation.

the 'official statement.'

In view of this a recapitulation of the statement for 1963 may be of interest by way of comparison. The concentration of railroad interests by absorbing similer lines has in the last year placed the control of the railroads of the United States in the hands of a few. Even many of the new lines under construction are known to be the property of some system or are controlled by representatives of magnates owning systems. In a few instances, where doubt exists as to the projected line belonging to some magnate, but flittle doubt exists that it will eventually be absorbed by some system.

The powerful competition which a system can bring to bear on an outside line in its territory practically bars it from independent existence, even though the competition be conducted under strictly legal rules.

As a result, one after another of the interpendent properties has some of the interpendent properties and the great Southwest, and the line will build all through to Albuquerque. N. M., through Shawnese, Oklahoma City and other important points.

Two lines have been under constituent for the purpose the line under constituent for the purpose the line under constituent for the purpose. Two lines have been under constituent for the purpose the line under constituent points.

Two lines have and the great Southwest, and the line will build the shawnes. Oklahoma City and other important points.

Two lines have line will be line the purpose the line under constituent points.

Two lines have b

New York, Dec. 22—Plans for a new rallroad terminal, to take the place of the messent Grand Central Station, were submitted to a committee of the City Board of S. stems, and even systems become parts of stems, and even systems become parts of ether systems, and light five dawns with practically all of the railroads of the United States in the control of E. H. Hardman, the Moore brothers, George J. Gould, Cornelius Vanderbit, James Hill and Whilliam clark.

While it is true that the Santa Fe, the Hilmois Central, the Southern Railway and even the Pennsylvania system are not associated in a particle sense with any magnate or group of magnates who control them, yet it is equally true that many instances can be cited where representation is being consistently pursued.

One of the principal reasons given for consolidations is economy of operation. It is contended that two or more lines can be operated jointly at considerably less cost that separately, and with the december of the state of the competency of employes and the efficiency of working arrangements.

ICICLE FELLS A WOMAN. Hat Protects Her Head and Pre-

vents Fatality.

Philadelphia, Dec. 2t—An leighe three-feet in length, which dropped from a three-story dwelling in Walnut lane, near-Pechin street, struck Mrs. Sarah Connell, 55 years old, of No. 1021 Cresson street, on the head, indicting serious injuries. Mrs. Connell was walking up Walnut lane-close to the houses, where the snow had meited from the pavement, when the feicle dropped, striking her on the top of the head, the sharp end piercing her hat. Several persons who saw the accidentified Mrs. Connell from the ground and conveyed her to a near-by drug stor, where her injuries were attended. Her sculp was badly cut, and Doctor Linten, who dressed her wound, says the thing, who dressed her wound, says the thing. Philadelphia, Dec. 2t.-An icide three

CHICAGO TO ASK FOR NEEDED LEGISLATION TO GIVE IT FRESH LIFE AND COURAGE

Abolition of Justice Shops and Constabulary System and Substitution of Municipal Courts One of the Measures to Be Considerated was a formulate new organizations and ward the same of the same of the Measures to Be Considerated was a formulate new organizations and ward the same of t ered by the Forty-Fourth General Assembly of Illinois Legis lature—Power to Increase City's Debt Probably Will Also Be

NEW CHARTER IS A NECESSITY BY COMMON CONSENT.

The Forty-fourth General Assembly of surged by the platforms of political parties Illinois comes into official existence on and especially by the dominating party, there will be almost a revolution in legis-January 4, when the members elect take the oath of office prescribed by the Con-

from advance reports from Springfield and keep the Legislature working far into the Chicago, of a session which will be both exciting and productive of legislation of untold importance. It is true that should the Legislature agree upon the statutes



the State some form of clvd service for the emboyes of the State institutions and uniform systs in the direction of these are spit among sinemetives as to what shall be alreaded for departments. Both of the greater political parties. Both of the greater political parties. Both of the greater political parties are spit among sinemetives as to what shall be alreaded for departments. All the control of these reforms. The proposition is the direction of these reforms a green and possibly bitter legislative encounter and not without the interference of the lobbles, which have become hopolessly citangled in this not of precipitate the Chicago are some services from the various the become hopolessly citangled in this not of precipitated the Chicago charter proposition, which even Chicago does not understand, but which by common consent is chief an accessity in the state of the substitution of the distinct of the delay the substitution of the substitution of the distinct of the delay the substitution of the substitution of the distinct of the delay the substitution of the distinct of the delay the substitution of the substitution of the distinct of the delay the substitution of the substitution

r consolidations is economy of operation. It is comended that two or more lines can be operated bontly at considerably less cost than separately, and with the decrease in cost of operation a proportionate decrease in cost of operation a proportionate decrease can be made in rates. In the last two years the gross carnings of practically all the railroads have been far in excess of any previous figures, but the increase of cost of operation has gained in a greater proportionate degree than the gross earnings. As a result the net earnings have suffered, and in a few instances lines claim to have been compelled to advance rates to meet their net earnings.

With the increase in population and a consequent gain in traffic, it has been found that improvements herefoors considered in the light of 'luxurles' have become necessities. This applies not only to equipment such as chair cars and observation cars of mahogany and iniail woods with costly hangings and plateglase windows, but to rails and roadieds and appliances for safety.

Such improvements as these have also made enermous inroads into the gross earnings, until the percentage of expenses to earnings increased to \$5.56 per cent in 1934 as easinst 57.45 in 1992 and 67.53 in 1991. It is believed that the total results for 1994 will show that this percentage will be 7%.

One of the features of railread traffic last year was the enormous months. bo 7.

One of the features of railread traffic last year was the enormous number of passengers carried. Indeed, it is well known that in many instances the passenger earnings more than supplied the detelency caused by falling off of freight revenue.

The average revenue for each bassen

The average revenue for each passen er a fille in 1948 was 2,056, as against Let a fiftle in 1932 was 2,055, as against 2,013 in 1952 and 2,025 cents in 1991. The average revenue per ten per mile of freight in 1932 was 755, as against 754 in 1952 and 756 in 1961.

From these figures it will be seen that the passenger earnings per mile have increased in the average while the freight has decreased, and it is believed that the lightly for 194 will show the same difference, but to a more marked degree.

REPUBLIC SPECIAL

Jackson, Miss., Dec. 24.—From a semi-

Shreveport-Meridian Train.

Jackson, Miss., Dec. 24.—From a semiofficial source it is learned that the Queen
and Crescent system is preparing to inadjust over the arrival of a carrier pigeon
which they any undoubtedly travelled all
the way across the continent from Dolge's
new settlement. The bird wore a ring
with the initials "A. C. H.," and is recogsized as one of a flock owned by Adolph
C. Hurn before he left with Alfred Dolga
for the West.

Mungled by a Mad Dog.

REPUBLIC SPECIAL
Norristown, Pa. Dec. 24.—Harry Foulke,
10 years old, sen of Henry Foulke of
Thymouth Tewpsith, was attacked by a

lackson, Miss., Dec. 24.—From a semiofficial source it is learned that the Queen
and Crescent system is preparing to inaugurate a new fast-train service between Shreveport and Meridian, which the new
it is stated that the new
train to be put on will make the distance between Shreveport and Meridian
in six and one-half hours, stopping only
at principal points and connecting at
Meridian with the new fast-train service
cover the Vest.

New Orleans and Northeastern
division, to be inaugurated on the 25th of
February. The running time of the new
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New Orleans and Northeastern
division, to be inaugurated. weeks. The running time has not been announced, but it is stated that the new train to be put on will make the distance between Shreveport and Meridian in six and one-shalf hours, stopping only at principal points and connecting at Meridian with the new fast-train service civer the New Orleans and Northeastern division, to be inaugurated on the 26th of February. The running time of the new New Orleans and Northeast schedules was approved by the Railroad Commission at it has; meeting.

Declines Mail Contract.

Increase, Mail Contract

WRONG IDEA.

Don't get the wrong idea into your head that starvation is good for Dyspepsia. It's not.

Those who have not studied the subject very deeply, or with trained scientific minds, might think so.

But facts prove otherwise.

All specialists in stomach and digestive disorders know, that it is best for dyspepsia to be well fed.

Why, dyspepsia is really a starvation disease:

Why, dyspepsia is really a starvation disease:
Your food doesn't feed you.
By starvation, you may give your bowels and kidneys less to do, but that does not cure your digestive trouble—simply makes, you weaker and sicker; less likely to be permanently cured than ever.
No, the only right way to permanently cure yourself of any form of dyspepsia or indigestive trouble is to eat heartily of all the food that you find best agrees with you, and help your digestion to work with Stuart's Dyspepsia Tablets.
This is a rafe, certain, scientific, reliable method of treatment, which will never fail to cure the most obstinate cases if persevered in.